The Air Line Pilot

December, 1954

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Birdmen on a Holiday

Many pilots spend their spare time doing what comes naturally—flying. It's for Uncle Sam and our National Defense is the stronger for it.

By Tom Lenahan

Reprinted from The Reservist

Three days a week Clayton Stiles slips into the first pilot's seat of a sleek 74-passenger DC-6B airliner, "guns" its four Pratt-Whitney engines into roaring energy and wings off into varying skies over New York's busy La Guardia Airport.

Clayton Stiles' tri-weekly air journeys are non-stop passenger runs from La Guardia to Chicago's Midway Airport and return. Flying time on each leg is about three hours. On Wednesdays and Thursdays, he makes full round trips. He flies west on Friday evenings and east Saturday mornings.

Prematurely graying, 45-year-old Clayton Stiles flies about 80 pilot hours a month for United Airlines. In 27 years' flying he has logged 15,000 hours. He is close to the top of United's pilot seniority list.

The veteran birdman first flew commercially back in 1931 for the old Delta Air Corp, infant predecessor of the present day Delta-Chicago & Southern Airlines system.

Saw Military Service

He joined United as a passenger-plane co-pilot in 1933 and has been with that line ever since, except for two periods of active military service. His first passenger runs were in the 10-seat, tri-motored Boeing 247s between Newark and Chicago.

At UAL he is called "Captain," as are all commercial first pilots. This title distinguishes them from the co-pilots who generally are known as "first officers." Around the AF Reserve's 514 Troop Carrier Wing at Mitchel AFB, NY, he is correctly addressed as "General." He was named commander of the 514th last summer at the end of an 18-month extended active duty tour as Deputy Commander of a Strategic Air Command wing.

Brigadier General Stiles began flying for the military in 1929 when he became an air cadet at March Field, Calif. Trained as an attack pilot, he won wings and a second lieutenant's commission in the old Army Air Corps Reserve at Kelly Field, Tex., the following year.

During WWII he participated in

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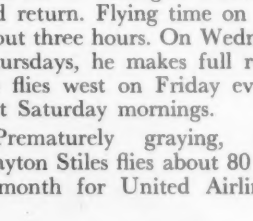

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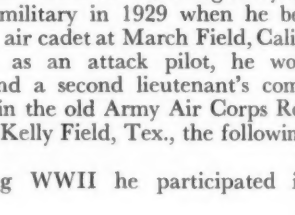

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troop-carrier operations over North Africa, Sicily and France, concluding over three years of EAD as commander of the 314th Trp Carr Group. His decorations include the DFC, Bronze Star, Air Medal, Croix de Guerre (with palm) and Distinguished Unit Badge (with cluster).

He now devotes all or the better part of six days a month to Reserve wing activities plus an appreciable portion of three other days. Asked how he avoided boredom in this leisureless concentration on commercial and Reserve flight operations, the genial North Dakotan grinned.

Overdoing Holiday

"I admit I seem to be overdoing 'the busman's holiday,'" he said. "But I'd really get bored without Reserve activity to fill gaps between commercial flights.

"Military affiliation has colored much of my life. I'd be lost without it. People in the wing speak my language—flying language. In common with them, I love flying—never get too much of it.

"We commercial pilots—there are 23 of us in the 514th—feel we're making a valuable contribution to the Reserve. Our profession gives us a world of experience in many aspects of flight and demands concentration on new developments. This we pass on to the wing's non-professional pilots, especially those in aircraft transition and other associated training.

"We ease the AFRCTC's burden by spreading the instructional effort. This accelerates transition and promotes wing efficiency. It's our bit toward helping the wing—and the Reserve in general—to an equitable position in the defense scheme. There's a lot of motivation and satisfaction in that."

Reservist Clayton Stiles personifies, perhaps, individual interest within the U.S. commercial air transport industry in the national defense picture. Industry-wide concern is directly reflected by the participation of many commercial

General Stiles
514th Wing Commander

air carriers in the Civil Reserve Air Fleet program.

CRAF is jointly administered by the USAF and Defense Air Transportation Administration for the Depts. of Defense and Commerce respectively. Through it, the air transport industry cooperates with the government in preparations for immediate allocation of civil aircraft to the military in event of national emergency.

Ready Force

The Reserve Fleet is composed of about 300 four-engined airlines' aircraft modified to facilitate conversion to military support operations within 48 hours. Present plans call for continued operation of these planes during the emergency by the airlines under government contracts.

Among certified, stateside-incorporated lines participating in the CRAF project are American, Braniff, Capital, Delta-C&S, Eastern, National, Northwest-Orient, Pan-American, TransWorld, United and Western. Allocated aircraft include Douglas DC-4s and DC-6s, Lockheed Constellations and Boeing B-377 Stratocruisers. Also available if needed are new DC-7s.

All these carriers and others, like United, are represented in the AF Reserve. For instance, General Stiles' tactical group commander in the 514th, Col. Bob Lewis, also jockeys a DC-6 for a living, flying between New York and Chicago for American Airlines. Others among AAL's flock of Reservist pilots are Col. W. A. Miller, Mobilization Designee, Hq. USAF, who chauffeurs the luxurious DC-7 non-stop "Mercury" between New York and Los Angeles; and Lt. Col. J. W. Christener, member of the 8708th Pilot Tng Wg, Hensley Field, Tex, who operates a DC-6 between La Guardia and Dallas.

American's AF Reserve representation extends clear to the top. Its president, C. R. Smith, and vice president for operations, Lawrence G. Fritz, both hold Reserve general officer rank, major and brigadier, respectively.

Lt. Col. James O. Urquhart, a MATS Mobilization Assignee, is Capital's group and convention sales manager.

Delta-C&S reports that 70 per cent of its 510 pilots are AF Reservists. Among them are Col. Wm. T. Arthur, vice president for operations; Col. "Pre" Ball, chief pilot; Col. L. C. Parker, vice president of traffic and sales; and Lt. Col. F. J. Schwaemmle, director of group presentations, cited in 1950 by *American Aviation Magazine* as one of the nation's five top pilots for "exceptional contributions to piloting and the industry."

Among Eastern Reservists pilots are Maj. J. D. "Pete" Loveless and Capt. Chet Miller. The Major guides EAL's giant 88-passenger Lockheed Super Constellations.

One of the most colorful of airline pilots is Lt. Col. Elmer W. Harris of National Airlines, a squadron commander in the Reserve's 435th Trp Carr Wg at Miami, Fla. Known to friends as "Hap," he regularly "pushes" NAL's DC-6s between Miami and Idle-

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Ed Modes, Editor

Your New Dues Structure

ALPA's new Treasurer explains the new ALPA dues adopted by the Convention and the effect it will have on the individual pilot.

By D. J. Smith

ALPA Treasurer

(EDITOR'S NOTE: For easy reference, the amended By-Laws involving dues structure changes are reproduced on page 5 of this issue of The Air Line Pilot.)

ALPA's new dues system, inaugurated by the 13th Convention, will take effect on January 1, 1955. That date should be marked as an historic one in the Association's life for this will be the first time that there has been a downward trend in the amount of an individual member's dues payments.

We have had seven prior major changes in our dues structure—but all of them reflecting increases of one form or another in the membership's dues. The new system not only brings a reduction in the amount of dues that most members pay, but also a system whereby dues payments can be more closely geared to the needs of the Association.

Four-Way Reduction

Actually the new program affords possibilities of savings on dues to individual members in four ways:

- A percentage-of-income, rather than bracket system, reflecting a general reduction in most cases.
- Possibility of substantial savings by elective pre-payment provisions.
- Year-end dividend refunds when Association income outstrips its needs.
- Lower initiation fees.

From a general standpoint, the dues reduction, if the prepayment provision is taken advantage of, can range up to 19% plus, the plus depending on how the Association fares financially.

Geared to Financial Needs

The new system represents the composite thinking of the membership. It was through an understanding of the desires of the membership by the Dues Evaluation Committee, which studied the problem for many months prior to the Convention, that the system crystallized into acceptable form.

The Delegates to the Convention studied the proposal for a change in our Dues structure very closely prior to its adoption and recognized in its system of checks and balances a method of dues payment that was equitable to every member and at the same time an arrangement that would give the Association the means to collect its dues and thereby maintain its financial position at a level consistent with its needs.

A Unique Plan

Significantly, too, it is probably revolutionary in Union structures. As far as can be determined, ALPA is probably the first organization of its type to make arrangements to return unneeded but already collected monies to its members. This is all the more outstanding when it is taken into consideration that such reduction comes at a time when the general trend in most organizations is to an upward rather than downward dues trend.

The new system also provides a selective method of dues determination, discretionary with the individual pilot—either a percentage-of-income method or a flat rate system.

How It Affects Individuals

But all these factors aside, the individual member is, of course, most closely concerned with the exact amount of dues he will have to pay to maintain his membership. This is an easy figure to find inasmuch as a member's direct dues will be fixed at 1.5% of his annual income from flying. As a member's annual income is not determined to the exact dollar until he completes a year of flying and as dues money must flow into the Association's treasury during the year, the member pays his dues on a deposit basis until such time as he receives his W-2 form from his Company at which time he makes an adjustment to the amount he has actually paid in to the Association during the year. This adjustment will be either upward or downward, depending on the care exercised by the member in estimating his annual income at the beginning of the year.

It should be emphasized, however, that quarterly payments of dues in advance, or, yearly payment of dues in advance, on an annual basis, is *only a deposit* with the Association against final adjustment at year end using the 1.5% figure.

Brackets a Guide Only

With this in mind, the member who looks at the new bracket system and determines from this that, by comparison with the old bracket system, his dues are higher or lower than they have been in the past is entirely wrong. He should bear in mind that his final net dues will be 1.5% of his actual income.

Take, for instance, a man making $7,100 per year. He would estimate his dues in bracket 8 on the basis of $120 a year dues because that is figured on the top dollar of income in that bracket. However, at the end of the year, he would adjust his dues on an actual 1.5% of $7,100 which amounts to $106.50. He could elect either to take credit for the difference or have it refunded.

The 1.5% system, then, is the real criterion of the actual amount of dues reduction. In most cases this actually will result in a savings of dues amounting to as much as 9% in some cases.

10% Prepayment Incentive

A member can, of course, reduce still further the total amount of his dues payment by prepaying his dues yearly in advance, thus taking complete advantage of the 10% savings offered in the dues structure for prepayment on an annual basis.

Let's take our $7,100 man again. He's adjusted his estimate at the end of the year to conform to his actual income of $7,100. His dues are $106.50. But suppose he had elected to prepay. That figure would then be reduced by $10.65 to $95.95.

Close inspection of this part of the system will reveal that there is no advantage to be gained by either underestimating or overestimating annual

income and paying yearly in advance on this figure. A member is still required to adjust his dues account at the end of the year and should he pay yearly in advance on a low-basis of estimated income, he would be losing the benefit of the 10% reduction for prepayment. On the other hand, if he overestimates his annual income, he will find when he makes his adjustment at the end of the year that his savings in dues by prepayment will be taken into consideration when the adjustment is made.

Individual members who have in the past found themselves in a higher bracket by virtue of flying the last one or two trips of the year will appreciate very readily the fairness of the percentage of income method of dues payment.

There has also been a return to the Executive Inactive membership classification to whom consideration has also been given in the new dues structure. Such dues will be $150 annually and may be prepaid in advance, as provided in the By-Laws, or quarterly in advance.

New Initiation Fees

New members joining the Association will be afforded relief in initiation fees inasmuch as this fee has been set at a flat figure for copilots of $25.00 instead of the $50.00 fee that was necessary under our old by-laws. This applies, however, only if the member joins within 90 days of his eligibility date. Joining later will mean that he will be required to pay a $50.00 fee.

Income Verification

Provision has also been made for that group of pilots who have strong principles against showing of their W-2 forms. Our old by-laws required that a member's W-2 form be checked to verify his income. With our new system this will not be necessary if annual income from flying is over $19,000.00 because this income will place the member in the maximum dues bracket. A member with really strong convictions may also elect to pay in the top bracket to avoid showing his W-2 and no criticism of his convictions will result. Otherwise, the old rule that income must be verified applies.

What additional savings may result from the year-end dividend provision will, of course, not be determinable until that time. While no definite figure can be placed on this, it will mean that pilots will not be paying more in dues than it takes to operate the Association, meet its demands and main-

(Continued on page 8)

The Revised By-Laws

Here are excerpted Amendments from Article III, Sec. 6, of the By-Laws Involving Dues Structure Changes:

Sec. 6. Annual Dues—Active Members.

(a) PROCEDURE—Annual dues for each active member of the Association shall be determined and paid in one of the two following alternative methods:

(1) PERCENTAGE OF INCOME—based on 1½% of annual income.

or

(2) FLAT RATE—based on Pilot Status.

During December of each year, the Treasurer shall furnish each active member with a Dues Selection Report form. Each member shall select one of these two methods of dues payments. A member who selects the PERCENTAGE OF INCOME method shall declare thereon to the best of his ability his estimated wages and salary for the next calendar year from the air line by which he is employed, and he will be billed accordingly by the Accounting Department in the corresponding dues bracket. A member who selects the FLAT RATE method of dues payments will be billed by the Accounting Department on that basis. Any member who fails to complete and return his Dues Selection Report form by the following January 31, shall be billed dues on the FLAT RATE method as a Captain member.

(b) PERCENTAGE OF INCOME METHOD—Each active member of the Association selecting this method shall pay dues quarterly in advance, based on his estimated wages and salary from the air line by which he is employed, exclusive of foreign cost of living allowance as follows:

Dues Bracket	Income (Gross)	Quarterly Payments	Annual Dues
1-4	$ up to— 4,000.00	$15.00	$ 60.00
5	4,000.01— 5,000.00	18.75	75.00
6	5,000.01— 6,000.00	22.50	90.00
7	6,000.01— 7,000.00	26.25	105.00
8	7,000.01— 8,000.00	30.00	120.00
9	8,000.01— 9,000.00	33.75	135.00
10	9,000.01—10,000.00	37.50	150.00
11	10,000.01—11,000.00	41.25	165.00
12	11,000.01—12,000.00	45.00	180.00
13	12,000.01—13,000.00	48.75	195.00
14	13,000.01—14,000.00	52.50	210.00
15	14,000.01—15,000.00	56.25	225.00
16	15,000.01—16,000.00	60.00	240.00
17	16,000.01—17,000.00	63.75	255.00
18	17,000.01—18,000.00	67.50	270.00
19	18,000.01—19,000.00	71.25	285.00
20	19,000.01—20,000.00	75.00	300.00

(1) Annual Dues Adjustment—The Association shall, not later than February 15 of each year, transmit to each member paying dues on the PERCENTAGE OF INCOME method, a Dues Adjustment Report form on which he shall specify his gross wages and salary for the previous calendar year from the air line by which he is employed, as reported to him on Government Income Tax W-2 form. Each such member must submit his W-2 form, along with his Dues Adjustment Reporting Form to the Home Office or to his Local Council Chairman or Finance Chairman not later than March 31 so that his adjusted dues may be determined. This will be accomplished by applying the 1½% dues rate against such total verified income, exclusive of foreign cost of living allowance. If a member has overpaid his dues he may elect to have the surplus refunded to him or credited to his account by the Association. If a member has underpaid, he shall be billed for the balance due. Maximum annual dues are $300.00.

(2) Any member paying dues under the PERCENTAGE OF INCOME method who fails to submit his W-2 form by March 31 will be billed according to the FLAT RATE method for the previous year.

(c) FLAT RATE—Based on Pilot Status—Each active member selecting this method shall pay dues, quarterly in advance, based on his declared Pilot Status as follows:

Status	Quarterly Payments	Annual Dues
Copilot	$45.00	$180.00
Captain	75.00	300.00

Under this method, any member who serves as a Captain for any part of a calendar year, shall be required to pay the annual dues associated with such Captain status.

(1) Members paying dues under the FLAT RATE method will not be required to verify their income. Each such member, however, who has paid dues as a copilot member, shall be furnished a Pilot Status Verification report form before February 15 of each year on which to report any status change which may have occurred during the preceding calendar year. Verification will be accomplished by the Local Council Chairman or Finance Chairman. Any member paying dues under the FLAT RATE method may request, upon submission of his W-2 form to the Home Office or to his Local Council Chairman or Finance Chairman, that his dues for the preceding calender year be recomputed at the 1½% dues rate. Any overpayment or underpayment of dues determined in such cases will be handled in the same manner as specified for the PERCENTAGE OF INCOME method of dues adjustment.

(2) Any member paying his dues under the FLAT RATE method as a copilot, who fails to submit his Pilot Status Verification report as herein required, will be billed dues as a Captain member for the entire preceding calendar year.

(d) Advance quarterly payment of dues may be suspended for an active member, at his request, if removed from flying status for medical reasons, for the period that he is removed, subject to verification by his Local Council Chairman.

(e) In any case where the amount of annual dues for an active member is in dispute, such dispute shall be settled by his Master Executive Council. The amount of dues determined to be correct by the Master Executive Council shall be binding, provided that any such decision may be appealed to the Executive Committee at their next meeting.

(f) PREPAYMENT OF ANNUAL DUES—Any active member may pay his dues annually in advance instead of quarterly, and a 10% discount will be granted to such member on such annual prepaid amount. In the event such prepaid dues exceed the actual adjusted dues owing (sickness, leave of absence, etc.), the 10% discount shall be based on his adjusted dues.

(g) ASSOCIATION RESERVES—The amount of the reserve fund, required in Article I, Section 6 (j) shall be established and maintained on a per capita relationship of $275 between the Association's net worth and the total dues-paying membership. The minimum desired net worth and reserve shall be $2,500,000.00. As part of such net worth reserve, an investment account shall be maintained consisting of U. S. bonds and high grade corporate and municipal bonds and equities. This investment account shall provide suitable income returns, and be easily liquidable in the event of unanticipated emergencies.

(h) DUES REFUND—At the end of each fiscal year, whenever total income exceeds total expenses, such net income, up to an amount not to exceed 15% of the total expenses for that fiscal year, shall be credited to the Association reserves whenever its net worth is less than $2,500,000.00; or is less than an amount based on $275 per capita of its dues-paying membership. All net income not so transferred shall be returned to the membership in good standing in the form of a pro-rated refund payable to those dues-paying members of record as of March 31 of the following calendar year, who are in good standing and have made their annual dues adjustment, if required. Pro-ration shall be on the basis of total dues paid for the preceding calendar year. Such refund shall be payable not later than May 15 of the same calendar year. In the event serious financial losses are suffered by the Association, the President may ballot the Board of Directors for approval to credit all net income to net worth and reserves.

There Must Be an Easier Way

Timewise, faster planes mean closer check points. Add crowded circuits, long clearances; the result, a problem. The author proposes: "Streamline clearances."

By Capt. Warren Hitt

Braniff Airways

Since the advent of the Omni Range air routes have become much more complex. Where we formerly had one airway we now have the colored airway, the Victor airway and one or two alternates.

These fine new facilities offer much hope for improved traffic handling, but a lot of imagination and work will be required to make that hope a reality.

So far, ATC procedures, rules and methods have not changed much and communications and personnel are now so overloaded that we are having an alarming number of irregularities in spite of the best efforts of all concerned.

It was necessary to streamline and clean the structure of aircraft to make them fill modern demands. It is now necessary to streamline and clean our traffic procedures in order that they may keep up.

The airline pilot is expected to fly his aircraft in his spare time while he gives a lot of his attention to reporting check points which are only half as far apart in a DC-6 as they were in the DC-3. Sometimes we are past a second check point before we can get into a crowded circuit on which people are giving and repeating clearances replete with detailed formal phraseology.

Two Basic Points

The streamlining of clearances involves two basic points: First, elimination of unnecessary words by omission or abbreviation. Second, arranging the remaining words (or I prefer to say, ideas) into a better, more logical sequence.

A study of actual clearances has led me to believe that the average clearance can have the number of words cut in half and be much more forceful after the cut. In order to demonstrate I will cite some actual clearances. These are not unusual clearances selected to impress anyone. Rather they are just standardized clearances issued in accordance with current traffic control procedures. Very legal, very correct and very time consuming for pilots who are already very busy flying one airplane and trying to comply with several thousand regulations.

59 vs 24 Words

The following clearance was give to Braniff 58 at Love Field on January 28, 1954:

"ATC clears Braniff 58 to the Oklahoma City ILS Outer Marker Maintain 11,000 Via Blue 5 Ardmore Victor 17 Oklahoma City. Climb well to the right of the North Course of the Dallas low frequency range. Maintain 3000 past Farmers Branch intersection. Report passing Farmers Branch to Love Tower on 118.7 megacycles. Contact Oklahoma City approach control at Washington."

There are 59 words in that clearance. With the unnecessary words left out and rearranged into a streamlined form exactly the same clearance appears as follows:

"Braniff 58 Blue 5 Ardmore Victor 17 Oklahoma City outer marker. Report Tower Farmers Branch at 3000. Climb right, maintain 11000 approach control Washington."

This contains 24 words and would be accepted by any pilot to have identical meaning with the clearance which had more than twice as many words.

Fewer Fill-In Words

There is great difficulty involved in changing the way people talk, especially when it involves the leaving out of small words such as: to—from—the —and—of the—etc. Yet these small words are conducive to misunderstanding of clearances in that they fall between the ideas and give the message a monotone conversational form. The ideas in a clearance will be much more definite if they stand alone without the fill-in words. A little blank space on either side of a statement does a lot to make it stand out.

For example, notice the difference in the amount of time it takes to comprehend the following equivalent ideas:

(a) To the Oklahoma City Instrument landing system outer marker cruise and maintain nine thousand feet above mean sea level.

(b) Tulsa Outer Marker Maintain seven;

(c) DAL OM M7

The poor sequence of current clearances is demonstrated by illustrations 1 and 2 which show maps of the area and circled numbers at the points named in order of mention.

A Suggestion

In order to help break conversational habits, I suggest this form in which only the filled in statements are read in transmission:

B-30	SGF—STL	CHI
(Flite)	route	(Dest. or limit)
↗015°-5	retower 7	M 11
(climb	reports	and altitudes)

I suggest that the word "Thousand" be eliminated from all flite altitudes. There are very few cases in which there is any possibility of confusing thousands and hundreds and if such arise they can be eliminated by specifying hundreds where they are used and assuming thousand otherwise. This could be handled on the form by writing 25 to represent 25 thousand and 2^5 to represent 25 hundred .

Consideration should be given to separating the ATC from a local climb clearance by giving the climb clearance with the take-off clearance.

About the Article

The author, like many a pilot, thinks there must be a way to improve traffic procedures. Probably others have their own ideas how it should be done. The views are those of an author with an idea and not necessarily those of ALPA, but it is on a subject where any sound, sincere, and constructive ideas are most welcome.

An example of applying the above to the first clearance discussed, produces the following:

B-58	ADM	OKC OM
(Flite)	route	(Dest. or limit)

↗R M 11

(climb reports and altitudes)

Then at take-off time Tower would specify "B58 retower Farmers Branch 3 cleared for take-off."

For a somewhat different type of situation in which a few ideas are parlayed into a lot of conversation, I submit the case of Braniff 23 on February 14. In order to make a 90 mile flite from Dallas to Waco this flite had to copy the following clearances in spite of a top at 3000, CAVU above and no significant traffic:

From Love Tower

"B-23 is cleared to climb to 500 on top on the South course of the Dallas low frequency range. Report reaching 500 on top to Love Tower on 11.7. If not on top at 4000 maintain 4000 and advise." (39 words)

Following received when reported 500 on top at 3500:

B23 contact FTW ATC on 120.3 for en route clearance." (9 words)

Following from FTW Center:

"ATC clears B23 to the Waco Omni range v-17 maintain at least 500 on top contact approach control 5 minutes North." (21 words)

When 5 minutes North of Waco approach control issued the following:

"B23 cleared for Omni approach report leaving 3000." (8 words)

A Word Per Mile

It took 69 words of clearance to get this flite 69 miles then it contacted approach control and for an additional 8 words was allowed to make an approach during which it covered the remaining 21 miles of the 90 mile leg for a total score of 78 words for 90 miles. Believe me this crew spent most of their time on this 26 minute flite working Tower, ATC, Company radio and approach control.

Fortunately, the aircraft was a rather simple machine and did not require the pilots to lay down their microphones or pencils in order to fly it.

Ideas, Not Conversation

It is not normal conversation to leave out the small words such as: is, to, of, the, etc., but no one would include them in a telegram and they likewise have no place in this type communication. What we need to do is transmit ideas, not conduct conversation.

In addition to the omission of small words, I would modify the clearance further as follows:

1. Substitute a climb heading for the 10 word routing. These approach control clearances to on top are used only for such limited type operation that headings are more desirable and more accurate than the bracketing method.

2. Eliminate the "if not on top at 4000 maintain 4000 and advise." These climb-to-on-top procedures are only used when there is a definite top and the approach controller knows what it is.

3. Eliminate the "for enroute clearance" from the message to call ATC. Everyone knows why we call ATC. Why discuss it?

4. Eliminate the phrase "ATC clears" from all ATC clearances, it isn't necessary.

5. Leave out "V-17". If a flight is Cleared to an Omni range it would be obvious that it would fly the Victor airway. Conversely, flights cleared along Victor airways should not have to be specifically told "Omni" range.

6. The phrase "at least 500 on top" should be abbreviated to "5 on."

7. ATC should not need to advise pilots to contact approach control. Pilots can exercise their judgment as to a reasonable time or place to call in. Automatic approach control points can be set up such as they have at Chicago wherever they are needed.

When revised according to the above, the clearances for this flite are as follows:

(1) B23 climb 180 report 5 on..(6)
(2) B23 Center 120.3.....(3)
(3) B23 Waco omni 5 on.....(5)
(4) B23 Cleared omni approach Report leaving 3.....(7)

TOTAL 21

The Result

The result of this is to reduce the 69 words (up to Waco approach control) to 14 words. Perhaps more significant, is the reduction from 39 to 6 of the words given before take-off which is the point of greatest congestion. With a system of this type, the work load of controllers, Tower operators and pilots would be so reduced that the chance of errors would be greatly lessened.

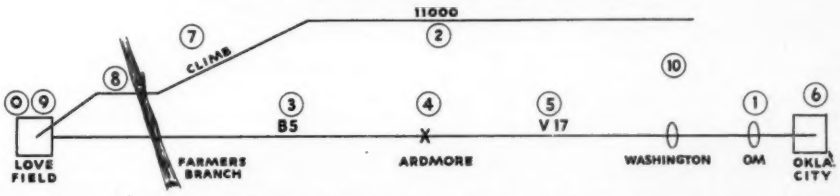
Obviously, this sort of planning will not reduce the congestion on the airways but it should do much to reduce the confusion.

Now for a few random observations:

▶ We have over-standardized our clearance procedures and in so doing have forced the more intricate procedures needed in multiple route areas upon the areas which have no need for them. There is only one airway between Amarillo and Oklahoma City, yet that airway is specifically named in all clearances. This was not done until a few years ago when a standardizing directive was issued. This directive had its

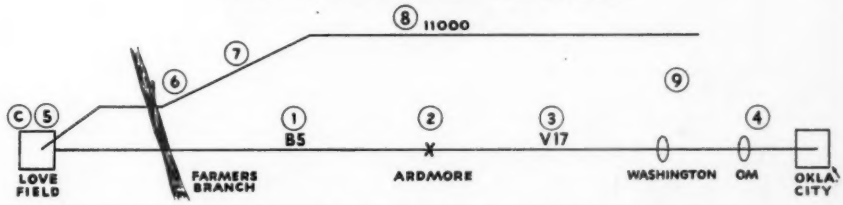
(Please Turn Page)

FIG. I: STANDARD ATC CLEARANCE



Notice the random scattering of numbers over the map in figure one. Try taking a pencil and connecting the numbers in sequence.

FIG. II: STREAMLINED CLEARANCE



The points mentioned in figure two fall in two direct lines: First, the routing. Second, the climb altitude and reports.

roots in the fact that there were alternate airways between some other cities. Any system should have enough flexibility to allow for the simplest possible procedure at each location.

▶ The routing instructions should mention the fewest possible places or airways to define the route and be omitted altogether if there is one obvious route.

▶ If we use "Via Flight Planned Route" let's call it something with fewer words. "As filed" has two instead of four words, "filed alone" or "VIPR," a short coined word, would be better. (The "I" allows pronunciation of the abbreviation "Via Planned Route"; suggest long I.)

▶ If there is only one airway between points let's not mention it. If there is one Victor and one LF let's clear the flight to the terminal omni or the terminal range (LF) and let that be understood as specifying the route. If the route structure is so complex as to require more specific wording, use it in those cases but do not set it up as a standardized system and force complex operation upon simple situations.

▶ "Report to Tower" (center of Co.) could be written and pronounced Retower—Recenter or Reco. Frequencies do not usually need to be mentioned.

▶ Specific clearance limits are of questionable value. When a flight is cleared to cruise at 11000 feet it is obvious that further clearance will be necessary before the flight reaches the Outer Marker. The name of the city or airport of destination should be adequate without mention of range, omni, airport, outer marker, or other specific clearance limit. This might call for a modification of communications failure procedures but I believe the present ones are adequate.

▶ Abbreviate "climb well to the right of the N Course of the Dallas Low Frequency Range" to "Climb R." What else could a flight on B5 climb to the right of?

▶ The word "direct" is not needed when positions are mentioned in sequence. It should be understood.

▶ Eliminate the words "intersection" "fan Marker" or "H facility" in describing holding points. Duncanville (South of Dallas) is all three and it doesn't make any difference what you call it, you are still in the same holding area. Although there is a very minor difference in the omni and LF holding patterns at Duncanville it is not great enough to provide separation. Furthermore if the difference in the holding patterns is of any significance they deserve distinctly different names in order to avoid confusion.

▶ Eliminate holding pattern instructions unless requested. These patterns are in the manuals and the pilots are familiar with them.

We should remember that when ATC gives a tower a clearance with 59 words instead of 24 that the extra 35 words are transmitted from ATC to tower to pilot—read back to tower and later read to the Company by the pilot and read back by the Company radio operator. These five transmissions make the 35 unnecessary words into a communications load of 175 words.

"There must be an easier way."

New Dues . . .

(Continued from page 5)

tain an adequate, but reasonable, reserve.

A Comparison

Taking all of these things, it is very easy to see that the $7,100 per year man we've been using as an example is substantially ahead under the new program.

Here is the way it compares:

Now		
Actual Dues	$	106.50
10% for Prepayment		-10.65
		95.95
Possible Dividend		????
		$ Maybe less than 95.95
Previously		
Actual Dues		$ 108.00
No Deduction for Prepayment		.....
		108.00
No Year-End Dividend		.....
		$ 108.00

To figure out how this affects you specifically, just apply this same 1.5% basis of actual dues to your income and deduct the 10% bonus if you intend to prepay on an annual basis.

Some Conclusions

With our new dues structure, all members are treated equally. No one group or individual receives favoritism. All members bear equally, based on their income, their share of the expense of ALPA.

It was the belief of the Board of Directors in the 13th Convention that the new dues structure will meet with the overwhelming approval of the membership.

The ALPA Camera

C. E. Solle Mails First Check for ALPA Group Life Cl

Camera

r ALPA Gr Life Claim . . .

New York Area Pilots Participate in Cinerama Celebration . . .

The ALPA Ladies . . .

On UAL, as on several other lines, the ALPA ladies are active. At left: the newly-formed UAL ALPA Wives' Ass'n in Los Angeles holds a buffet dinner dance at Ciro's. Above: In Chicago, an organizational luncheon is held by the UAL Council 12 Wives at the Cypress Inn, Hinsdale with the idea of establishing a permanent Ladies Auxiliary Unit.

. . . Where Are We Going?

There is great and immediate need for a "Common System" and air line pilots can be of valuable assistance, concludes this ALPA Safety Representative.

By Capt. J. D. Smith

ALPA Regional Safety Representative

Presently it is not possible to maintain a continuous flow of traffic, which is due to many factors.

Maximum efficiency cannot be attained because it is necessary to utilize two separate navigational systems.

Communication systems are inadequate.

Personnel staffing is inadequate and more than likely always will be, so long as the present systems are used to determine personnel requirements. These systems make it necessary for problems to develop before solutions are attempted. It would indeed be refreshing to see the personnel situation put on an offensive rather than defensive level.

Volume vs. Manner

There is a tendency to judge traffic operations by the amount of aircraft handled without putting too much importance on the manner in which some is handled. Air line pilots are interested in efficiency consistent with safety.

Many air line pilots are deeply concerned about the separation tolerances existing today. Radar is being criticized more and more with the passing of time. Many of the radar problems are due to the inability to properly implement radar procedures.

The morale of controllers is probably at its lowest level. Traffic control incidents no longer are rare occurrences.

About the Article

This article is the text of a speech delivered by ALPA's Regional Safety Representative before the RTCA Fall Assembly and is the user's (the pilot's) view of the Common System.

Many airports are not physically capable of handling present aircraft movements in an efficient manner. On numerous occasions flow has been adversely affected by the lack of facilities at airports.

A Disturbing Point

Economics is rapidly becoming the governing factor as concerns traffic control. This point is most disturbing to the pilot group.

Inasmuch as we do not have the ability to efficiently utilize the airspace in a constantly safe manner, and we do not have adequate properly trained personnel to provide continuous flow of traffic, and furthermore, many airports are not capable of handling present aircraft movements, there can be only one answer to the question of Where Are We? Simply stated—we are on the brink of entering one of the blackest eras yet known to traffic control. Recent events clearly outline what may be expected this winter. In a brief period of weeks, the economic effect to scheduled carriers has been tremendous.

Looking For Utopia

As concerns "Where Are We Going?" It has been discouraging to air line pilots as a whole, to see that many times delays occur which retard progress in the form of always envisioning that there is something better on the horizon. We have seen approach lights and anti-collision lighting fall into this trap with the result that years of inefficient and costly operations occur and the safety record suffers. Let's not permit the common system progress to become retarded by looking for a utopian solution.

SC-31 Six Years Old

SC 31 has been with us for six years. Little or no benefit has been gained from the tremendous effort put into this report.

We are still being plagued with attempting to maintain visual separation.

DME, course line computors, airborne radar, terrain clearance indicators, standardized airborne equipment, improved communications, standardized visual aids are years away. Consequently, this condition is greatly increasing the workload in the cockpit. Unless something can be done to take the load off the pilot, the rate of flow of traffic will in all probability have to be retarded.

ALPA's Views

ALPA feels ANDB should take immediate and full cognizance of the relation of visual aids to terminal electronic navigation and ATC services. It does little good to provide a navigation and ATC service which will bring me safely and efficiently to a point 3500′ from and 200′ above the runway I must land on—then saw off all the assistance. I need lights on the approach to safely transition to visual flight, lights on the threshold to see the runway and lights and paint on the runway to get my ship stopped.

Turbine engines are here and they dictate several changes in our SC 31 ATC philosophy. Fuel limitations and economy factors of the turbine point up a need for a variable steadily increasing rather than constant altitude for the cruise element of flight.

Some Questions

Modern aircraft are very costly both initially and for every mile of operation. Today we all waste many miles detouring Danger and Restricted Airspace. It is so obvious to an air line pilot that these very large numbers and frequently very large areas of forbidden airspace are used for their published purpose only a small amount of total time. Why can't these unuseable areas of airspace be greatly condensed? Why can't the Army, Navy, and Air Force combine their requirements and jointly use such forbidden airspace efficiently? Many more miles of much needed and straighter airways could

result with large improvements in economy and ATC.

Last—but doubtless only one more of many which could be stated, aircraft of today are capable of flight to very high altitudes and over very great ranges. Today we constantly restrict their normal capabilities to flight along very narrow and specific airways. The owners, operators, or pilots are thus tightly hemmed in. They wish to use—with IFR conditions and full ATC, single heading flight, pressure pattern flight and the many other methods of getting from point A to point B in a minimum of time with a minimum of cost. Their desired flight path may be many miles further than a great circle track but it is shortest, —timewise, and consequently less costly. While going their own way, they also wish to circumnavigate areas of turbulence, thunderstorms, ice, etc. They cannot today—nor by SC 31 planning. Considering the availability of Air Defense Ground Radar, its probable growth and certainly its permanency, why can't we marry this into a system of positive air traffic identification and control? We as tax payers are paying heavily for ADC radar and I can't believe that we are getting our money's worth—when there is such a great national need for area navigation and area ATC in lieu of our available very restricting airway concept.

An Immediate Need

It is discouraging indeed to have to stand idly by and watch this great medium of air transportation, even at this late date, become engulfed in a period of retrogression.

No one can deny that we are in immediate need of a common system. We believe the pilot group is in position to offer valuable assistance in the promulgation of a common system. We would welcome the opportunity to actively participate in such a program.

RTCA • What it is • What it Does

The organization RTCA—Radio Technical Commission for Aeronautics—is a name that most everyone in aviation has heard. But what it actually is and what it does is not quite so clear to many.

Actually, it dates back to 1935.

Then, as it still has, the Department of Commerce had the legal authority to make decisions (for other than military purposes) on radio aids to navigation, communication, and traffic control. It also had a number of problems dealing with LF/MF four-course ranges, automatic direction-finders, marker beacon systems, instrument landing systems, and other matters.

Instead of trying to solve these problems by arbitrary rulings which are seldom acceptable to everyone, the Department called in representatives of all the concerned agencies to study the problems, arrive at agreements acceptable to all, and advise the course of action to be taken. It was in this manner that the Radio Technical Commission for Aeronautics came into being. The original concepts of the need for the organization remain valid today: first, a recognition of the fact that all classes of aeronautical operations, whether military or civilian, are confronted with mutual problems in the efficient use of the common airspace; and, secondly, a realization that only by resolving

(Continued in Adjoining Column This Page)

(RTCA Continued)

these problems in a manner which advances the well-being of all classes of aviation can the full capabilities of the aeronautical services be achieved.

RTCA was created, therefore, because a need existed for an advisory group capable of coordinating the activities of all organizations concerned with the applications of radio, electronics, and telecommunication to aeronautical operations. It continues to serve this function.

The purpose of RTCA is formally stated in its Constitution as follows:

"Its objective shall be to advance the art and science of aeronautics through the investigation of all available or potential applications of the telecommunication art, their coordination with allied arts, and the adaptation thereof to recognized operational requirements. (Telecommunication is defined in the International Telecommunication Convention as any transmission, emission, or reception of signs, signals, writing, images, and sounds or intelligence of any nature by wire, radio, visual, or other electromagnetic systems.)

"Its activities shall include the study of existing and proposed systems of aids to navigation, communication, and traffic control to determine their suitability, and the fostering of new developments to meet aeronautical operating requirements. It shall serve as a means of coordinating government and industry views on matters within its purview and shall formulate recommendations on the basis thereof."

For a proper understanding of RTCA, one fact must be appreciated. RTCA is not just another association of electronic or aviation people. It is not an entity at all in the sense of an organization of people assembled into a group to further their own particular objectives. It is rather a machine, a mechanism for producing agreed solutions to common problems in all phases of aviation on matters involving the applications of aeronautical telecommunication.

RTCA is the only organization in the aviation field which includes and gives equal voice to all agencies concerned, both within and without the government. It brings together, around a single table, government and industry administrators, designers, engineers, manufacturers, and pilots, aircraft owners, and air line operators. It enables its members to evaluate the successes and failures each has encountered, and to pool their knowledge and talents in arriving at the solution of a problem in the manner which best benefits the entire industry.

It is not a government agency and has no authority specified in law. It was not created by executive order and has no legislative directive. It has no means of enforcing its recommendations. Its effectiveness depends upon voluntary adoption of its recommendations by the responsible government and non-government agencies, based upon the technical soundness of those recommendations. In this respect, a report of the Research and Development Board commented:

> "RTCA recommendations have achieved an astonishingly high percentage of universal acceptance in the United States and abroad."

Organization

RTCA is a non-profit cooperative association comprising U. S. aeronautical and aeronautical-telecommunication agencies, both industrial and governmental. It consists of four major elements: the Assembly, the Executive Committee, the Special Committees, and the Secretariat.

The Assembly governs RTCA. It meets twice a year and directs the activities of RTCA by establishing broad policies and operating procedures.

The Executive Committee manages the affairs of RTCA. It meets monthly. (ALPA is represented on the Executive Committee by President Sayen.)

The Special Committees, appointed by the Executive Committee, perform the technical work. Each Special Committee is established to resolve a particular problem and is automatically dissolved when its report is accepted.

The Secretariat comprises an Executive Secretary and a small technical and clerical staff. These are the only individuals who receive any compensation from RTCA for their services.

The RTCA Assembly is composed of approximately 100 U. S. aeronautical telecommunication organizations. New members are elected by secret ballot of the Assembly.

Membership Voluntary

Membership in the Assembly is wholly voluntary and is open to any U. S. organization actively identified with any phase of aeronautical telecommunication.

The Executive Committee comprises one representative from each of the following: Departments of State, Treasury, Army, Navy, Air Force, and Commerce; Federal Communications Commission, Civil Aeronautics Board, Aeronautical Radio, Inc., Air Transport Association of America, Aircraft Industries Association of America, Inc., Radio-Electronics-Television Manufacturers Association, Air Line Pilots Association, National Business Aircraft Association, Aircraft Owners and Pilots Association, and a Chairman, Vice-Chairman, and Executive Secretary.

Special Committees

The memberships of the Special Committees are drawn principally from RTCA Assembly organizations and are chosen for their knowledge of the subject under consideration rather than their affiliation with a particular organization. Frequently, however, participation is invited by non-members of RTCA who, because of their expert knowledge and skills, can contribute to the resolution of specific problems. Of particular significance is the fact that such non-member organizations and individuals have voluntarily contributed both time and effort to committee work.

In addition to the above are the officers of RTCA—the Chairman, Vice-Chairman, and Secretary-Treasurer (Executive Secretary). The Chairman and Vice-Chairman are elected in alternate years by a majority vote of the Assembly to serve for a period of two years. The Executive Secretary is appointed by the Executive Committee.

Reasons For Membership

It is obvious why some organizations are members of RTCA—organizations such as the Army, Navy, Air Force, Air Line Pilots, National Business Aircraft, and Aircraft Owners and Pilots; they fly aircraft and use the facilities of air navigation, communication, and traffic control. But why some of the others?

Aircraft Industries Association is a participant because its members, the aircraft manufacturers of America, build the aircraft and install the equipment with which RTCA is concerned.

The Air Transport Association is the organization of the scheduled airlines, which have a vital interest in all subjects within the purview of RTCA.

The Federal Communications Commission has control over radio-frequency matters of basic importance to all users of aviation radio.

The Treasury Department operates the U. S. Coast Guard, whose services depend heavily on the use of aircraft and electronic aids.

The Civil Aeronautic Board prescribes regulations governing the safety aspects of aviation—a primary consideration in the use of aeronautical telecommunications.

The Department of Commerce, through the Civil Aeronautics Administration, constructs and operates the vast system of civil airways, including its communication, air traffic control, and aids to navigation facilities.

Aeronautical Radio, Inc., is primarily concerned with the radio communication services of the airlines.

The Radio - Electronics - Television Manufacturers Association, whose members are the producers of aviation radio equipment, not only provides RTCA with expert knowledge on equipment problems, but also relies upon RTCA to obtain information on user needs and trends in development.

The State Department often looks to RTCA for recommendations relating to the position of U. S. delegates at international conferences concerned with telecommunication, particularly the International Civil Aviation Organization (ICAO).

Sponsorship

RTCA is wholly supported by its member-organizations and others having an interest in its Special Committee activities. The support is in two forms: (1) Funds and services to maintain the Secretariat; and (2) Participation in the work of the Assembly, Executive Committee, and Special Committees.

To maintain the Secretariat, the government organizations represented on the Executive Committee furnish offices, furniture, equipment, supplies, and some of the personnel assigned to the Secretariat. The non-government agencies represented on the Executive Committee supply funds required to pay the salaries of other personnel of the Secretariat and to defray operating costs. The aggregate annual budget for these purposes is about $50,000.

The greater portion of the support received by RTCA is in the form of personnel services in committee work and in the conduct of tests and studies needed to resolve problems. Both government and non-government organizations share in these contributions; the personnel assigned to the committees and the organizations conducting tests or making studies receive no compensation nor reimbursement for travel and attendant expenditures. Usually this support comes from the members of the organization. However, it is often desirable, and at times necessary, to enlist the aid of non-members who have a direct interest in a committee activity.

Operation

The method of operation adopted by RTCA assures that it will not become a "headquarters organization." Its work is done by experts drawn from

throughout the fields of radio, electronics, telecommunication, and aviation, buttressed by the broad operating policies established by the Assembly and Executive Committee and the daily administrative duties performed by the Secretariat.

Operating Method

The problems assigned to the Special Committees come to RTCA both from its members and from other organizations. Requests to undertake studies and formulate recommendations have been received from the Air Coordinating Committee, the Telecommunications Coordinating Committee, the Civil Aeronautics Administration, the Department of Defense, State Department, Federal Communications Commission, Air Transport Association, Radio-Electronics-Television Manufacturers Association, and many others.

RTCA's method of operation can best be illustrated by a specific example:

Early in 1947, RTCA was requested by the Air Coordinating Committee to develop a program for the safe control of the expanding air traffic under all-weather conditions for all users—air transport, military, business, and private flying.

10,000 Man Hours—80 Experts

RTCA established Special Committee 31 (SC-31) to study the whole problem of air traffic control, including necessary communication, navigation, and landing aids, and to prepare a complete program for a national system that would meet the requirements of all types of flying.

The best talent in many operational and technical fields was assembled. More than 10,000 man-hours of effort by more than 80 experts from all phases of aviation and the electronic industry were devoted to the task. The committee's report was accepted by the Executive Committee in February, 1948, and published as an RTCA recommendation.

The report received the unanimous endorsement of the Air Coordinating Committee, the Research and Development Board, the President's Air Policy Commission, and the Congressional Aviation Policy Board.

The Congressional Aviation Policy Board recommended that the SC-31 report "should be implemented as rapidly as feasible" and urged that the RTCA program for a system of all-weather navigation, landing aids, and airways traffic control "should be endorsed as a first priority."

Establishment of the Common System won for RTCA the 1948 Collier Trophy, which is awarded annually "for the greatest achievement in aviation in America," and this trophy was presented by President Truman in a ceremony at the White House.

The procedure of designating Special Committees to handle specific problems rather than allocating general problems to standing committees has evolved from experience and has been highly successful. It has contributed to the success of RTCA for two reasons: (1) it permits the appointment of persons especially qualified to deal with the matter under consideration, and experts throughout the industry thus participate; and (2) it imposes the minimum burden upon the time of Special Committee members.

Embraces Many Aspects

This voluntary work of the participants in the Special Committees is the essence of RTCA accomplishments. These men contribute their time and knowledge in careful deliberation upon questions which are often complicated and are of tremendous practical importance to aviation. They receive no reward other than the satisfaction of contributing to the process of making the aircraft a safer and more efficient tool of mankind.

The scope of RTCA's activities embraces all aspects of aeronautical telecommunications. There are many completed and continuing projects undertaken by the 69 Special Committees established by RTCA to date, but space limitations permit listing only a few.

Project Examples

Examples of completed projects on which recommendations were formulated by RTCA include:

U. S. Policy on air navigation, communication, and traffic control, accepted by the International Civil Aviation Organization for international standardization of radio aids to air navigation, communication, and traffic control. (SC-8)

Procedures for reduction of precipitation static interference in aircraft. (SC-15)

Standards relating to radio equipment form factors, now generally accepted by all U. S. operating and manufacturing agencies. (SC-20)

Aeronautical frequency assignments above 400 Mc, which, with minor modifications, were adopted by the International Telecommunications Union Conference in Atlantic City. (SC-27)

Equipment standards for airport control stations. (SC-29)

Air traffic control procedures for use during the transition period of the Common System when both VHF omnirange and LF/MF four-course ranges are in operation, accepted by the Civil Aeronautics Administration. (SC-45)

Standards of size and shape for aircraft radio equipment control panels and the cavities in which they are installed. (SC-46)

Calibration procedures for VOR and ILS signal generators. (SC-61)

Civil use of a secondary radar safety beacon as a supplementary aid to primary radar for improving air traffic control and increasing flight safety. (SC-64)

Single sideband communication techniques. (SC-65)

Operational objectives for long-distance navigation aids. (SC-67)

Other Endeavors

In addition to the development of recommendations on subjects such as those reported above, RTCA has undertaken other endeavors to satisfy the specific needs of the aeronautical services. One such activity was the preparation of a booklet, "The Air Traffic Story," which describes in non-technical language the complete SC-31 program. Thousands of copies have been distributed, and arrangements are now being made for foreign language translations.

Activities

Projects continuing under active study include the following:

Operational analysis of course line computers in air traffic control. (SC-54)

Implementation of the VHF utilization plan and review of communication requirements, including a study of the feasibility of a radio-controlled automatic airport lighting system. (SC-56)

High-altitude grid plan for VOR/DME frequency pairing. (SC-57)

Minimum performance standards for airborne electronic equipment for the Common System. (SC-58)

Re-evaluation of VOR airway lateral separation procedures. (SC-62)

Helicopter air navigation, communication, and traffic control. (SC-63)

Investigation of possible interference from TV and susceptibility of aeronautical navigation and communication systems in UHF band. (SC-68)

Remoting of long-distance radar displays. (SC-69)

New Agreements Historic

Each change in the aviation scene brings new negotiating problems. Two recent agreements will bear the stamp of ALPA history.

Along with the signing of ALPA's first agreement in 1939 and the agreements resolving the four-engine plane problem in 1946, two recent agreements will undoubtedly have historic significance in air line pilot negotiations.

Despite their wide divergence, both of these agreements have one thing in common: they put air line pilot rules and working conditions abreast of commercial aviation's fast-changing pace and generally recognized to a greater degree than ever before the close link between the air line pilots and the technological aspects of the industry.

These two agreements are:

- The Capital Airlines Viscount agreement—the first turbo-prop agreement ever signed by ALPA.
- The New York Airways agreement —the first all-helicopter agreement signed by ALPA.

HELICOPTERS: ALPA and Company Sign New York Airways Agreement

The Capital Agreement

The Capital Viscount agreement was signed October 27, although no planes have as yet been delivered. This has the net effect of meaning that for the first time a new piece of equipment will be covered by a contract from the moment it is flying.

In addition to being the first turbo-prop contract, several other aspects of the Viscount agreement are outstanding. For the first time, provisions for furlough pay have been written into an ALPA agreement. In addition, the scope has been clarified to include any type of aircraft acquired by the company.

Capital is purchasing the Viscounts (see cover for picture) as the possible answer to the problems of short-haul service: Capital has signed an order for three of the planes and an option for 37 more, offering the ultimate possibility of an all turbo-prop equipped air line. The first three are expected to be in service in April, 1955, with deliveries on the rest slated to begin early in 1956 and finish in late 1957. The first Capital pilots are already in England training on the new planes. For contract purposes, the Viscount has a pegged speed of 300 mph, hourly, and 310 mph, mileage. It carries 48 passengers.

TURBO PROPS: Capital President Carmichael Signs order for Viscounts.

N. Y. Airways Agreement

There is little doubt that signing of the New York Airways agreement on October 2 will provide a basis and precedent for any future rotor-bladed aircraft negotiations.

Prior to the signing of this agreement, there was no really sound criteria for this type aircraft. Pay scales, rules and working conditions established in these negotiations are essentially those historically developed by ALPA with certain modifications to meet the operating differences between rotor and conventional aircraft.

The S-55 helicopter currently being utilized by New York Airways weighs 6,835 pounds and cruises at 90 mph. Scheduled passenger and mail service is provided for New York City and suburbs and between New York's three major airports.

Pilot's Holiday...

(Continued from Page 3)

wild. Versatile "Hap" flew F-86 Sabrejets for seven months over Korea, shot down three MIGs, and came home with the Silver Star and DFC.

Two of Northwest-Orient's Reservists are Lt. Col. Joseph McKeown, who flies a DC-4 between Minneapolis and Washington, and Lt. Ken Henderson, assigned to a big double-deck Stratocruiser running between the Minnesota metropolis and New York. Colonel McKeown flew AF Reservist General Doolittle out of China after the Tokyo raid. Lieutenant Henderson is a member of the Reserve's 440th Ftr-Bmr Wg, Minneapolis.

Pan-American's top executives include Brig. Gen. H. C. "Kris" Kristofferson and Col. Dallas B. Sherman, both Reservists. Its senior pilot index lists Reserve Lt. Col. C. E. Lewis and Lt. Col. Edward Arrington. Recently lost via EAD recall was PAA's spectacular Col. C. E. Blair, who set a New York-London speed record in an F-51 Mustang in 1951.

One of TWA's senior Reservists is Col. Russ Black, who check rides its trans-Atlantic Constellation pilots as supervisor of flying in many ocean crossings. Another TWA pilot is Reservist Lt. L. W. Flaherty. Lt. Lenora Horton of TWA's public relations represents the distaff side of the Reserve.

Perfect Record

The smaller "connecting" schedule airlines also employ many Reservists. Colonial, with the enviable record of no passenger fatalities in over 25 years of operation, has DC-4 pilots Capt. Frank Cushing of the 8709th Pilot Tng Wg, Floyd Bennett NAS, NY, and Capt. Archie Saccio, Mobilization Assignee to First AF Hq. Continental's Lt. Bob Wampler, a Colorado Air National Guardsman, flies Convair 340s between El Paso and Denver.

Maj. Coyle Logue and Lt. Ken Huber pilot Frontier's DC-3s over Rocky Mountain territory. Capt. Walt Ferrari and Capt. C. J. McIntyre of Mohawk Airlines are members of the Ithaca (NY) Air Reserve Sq. When not steering North Central's DC-3s Capt. Ray Anderson skirts clouds in F-51s of the 440th Ftr-Bmr Wg.

Aggressive Pioneer, which services 23 cities in Texas and New Mexico, is AF Reserve conscious from top to bottom. Its president, Robert J. Smith, former vice chairman of the National Security Resources Board, is a Reserve brigadier general and USAF Mobilization Assignee. Many of its 500 male employees are participating Reservists.

The relationship between civil and military aviation in this country is undeniable. The valuable contributions of AF Reservists to both are historical and have strengthened their natural kinship. Advancement of either commercial or military flight invariably results in progress for the other.

University of Southern Calif. intends to make classroom use of a report prepared by Capt. Larry Shapiro, Chairman, ALPA Cockpit Procedures Committee. According to Neil D. Warren, Ph.D., Aviation Safety Training, Capt. Shapiro's paper, "Report on Cockpit Procedures," will be used in "Class for Flying Safety Officers of the U. S. Navy, Air Force, and Marines."

It must be logically reasoned, then, that sheer folly lies not in the professional aeronaut's seemingly superfluous participation in AF Reserve-sponsored "birdman's holidays." Rather it rests solely in doubting the wisdom of it.

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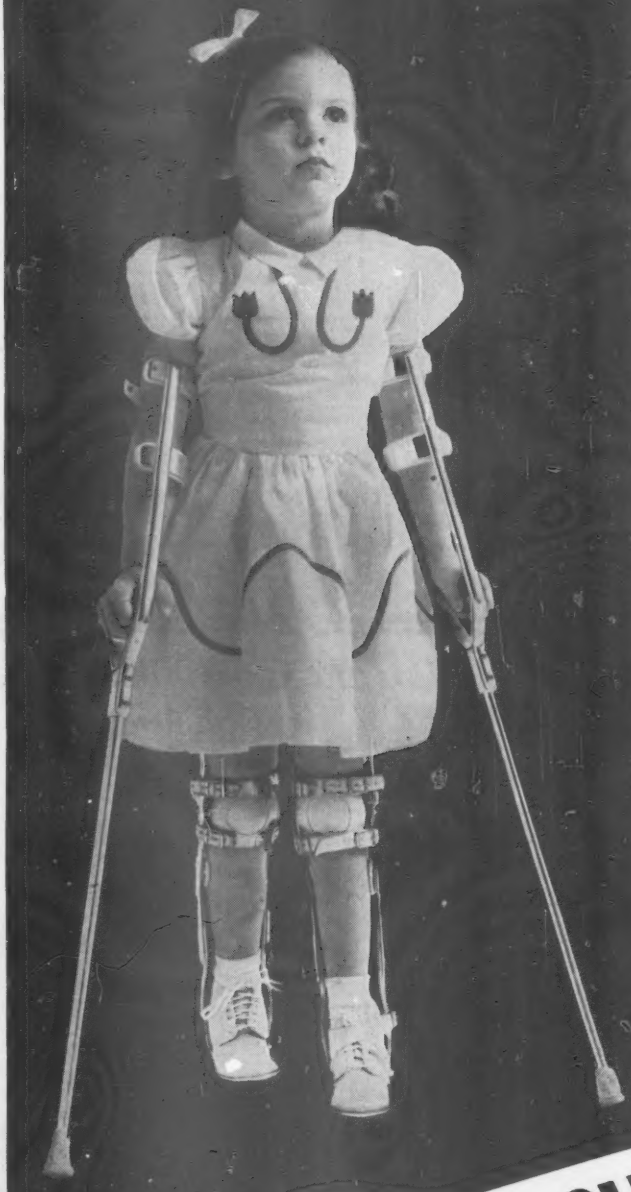

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